Warning: Refer to current foreign charts and flight information publications for information within foreign airspace

L-36 PANELS EFGHIJ 1"=7 NM

L-35

PANELS ABCD 1"=7 NM

UNITED STATES GOVERNMENT
FLIGHT INFORMATION PUBLICATION

IFR ENROUTE LOW ALTITUDE - U.S.

For use up to but not including 18,000' MSL
HORIZONTAL DATUM: NORTH AMERICAN DATUM OF 1983

EFFECTIVE 0901Z 29 JUL 2010
TO 0901Z 23 SEP 2010

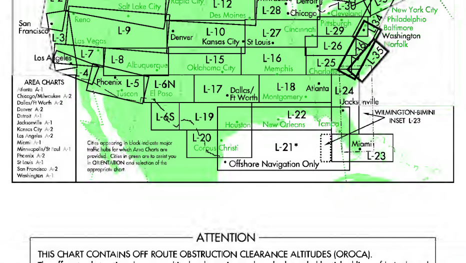
Consult NOTAMs for latest Information

PUBLISHED IN ACCORDANCE WITH INTERAGENCY AIR CARTOGRAPHIC COMMITTEE SPECIFICATIONS AND AGREEMENTS APPROVED BY
DEPARTMENT OF DEFENSE ★ FEDERAL AVIATION ADMINISTRATION

MILITARY TRAINING ROUTES

NUMBER	ALTITUDE RANGE	NUMBER	ALTITUDE RANGE	NUMBER	ALTITUDE RANGE
IR-12	500 AGL TO 3000	IR-718	7000 TO 8000	VR-54	100 AGL TO 9500
IR-22	9000 TO 10000	IR-719	5000 TO 8000	VR-71	100 AGL TO 9500
IR-35	300 AGL TO 4000	IR-720	5000 TO 8000	VR-73	100 AGL TO 6500 AGL
IR-62	3000 TO 5000	IR-721	300 AGL TO 8000	VR 83	500 AGL TO 6500
IR-81	9000 TO 10000	IR-760	SURFACE TO 6000	VR-84	100 AGL TO 6500 AGL
IR-82	9000 TO 10000	IR-762	SURFACE TO 9000	VR-85	500 AGL TO 5000
IR-83	9000 TO 10000	VR-41	100 AGL TO 10500	VR 86	500 AGL TO 3000
IR-714	SURFACE TO 6000	VR-42	100 AGL TO 10500	VR-87	100 AGL TO 8000
IR-715	3000 TO 8000	VR-43	100 AGL TO 10500	VR-96	500 AGL TO 6500

UNITED STATES 29 JUL 2010 L 35



ATTENTION

THIS CHART CONTAINS OFF ROUTE OBSTRUCTION CLEARANCE ALTITUDES (OROCA).
The off route obstruction clearance altitudes shown in quadrangles bounded by ticked lines of latitude and longitude are represented in THOUSANDS and HUNDREDS of feet above mean sea level. The OROCA is based on information available concerning the highest known features in each quadrangle, including terrain and obstructions. OROCA provides obstruction clearance with a 1000 foot buffer in designated non-mountainous areas and a 2000 foot buffer in designated mountainous areas within the United States. For areas in Mexico and the Caribbean which are located outside of the U.S. ADIZ, OROCA provides obstruction clearance with a 3000 foot buffer. This altitude is provided for obstruction clearance only. It does not provide for NAVAID signal coverage or communication coverage, and would not be consistent with altitudes assigned by Air Traffic Control.

Example: 12,500 feet 12⁵

CORRECTIONS, COMMENTS, AND/OR PROCUREMENT

FOR RECOMMENDATIONS REGARDING FORMAT AND CONTENT CONTACT:
FAA, Aeronautical Information Services, AJR-321
800 Independence Ave., S.W.,
Washington, D.C. 20591
Online at http://nfdc.faa.gov
Email 9-AWA-ATOR-AIS-feedback@faa.gov
Telephone 1-866-295-8236

FOR PROCUREMENT CONTACT:
FAA, National Aeronautical Navigation Services
Distribution Team, ATO-W
10201 Good Luck Road
Glenn Dale, MD 20769-9700
Online at http://AERONAV.FAA.GOV
Email 9-AMC-Chartsales@faa.gov
Tel 1-800-638-8972 Fax 301-436-6829
or any authorized chart agent

FOR CHARTING ERRORS CONTACT:
FAA, National Aeronautical Navigation Services, ATO-W
SSMC-4, Sta. # 4259
1305 East-West Highway
Silver Spring, MD 20910-3281
Telephone 1-800-626-3677
Email 9-AMC-Aerochart@faa.gov

MILITARY
For Corrections Information, See Chapter 11 of General Planning (GP). For Procurement refer to DOD Catalog of Aeronautical Charts and Flight Information Publications.

Frequently asked questions (FAQ) are answered on our web site at http://AERONAV.FAA.GOV.
See the FAQs prior to contact via toll free number or email.

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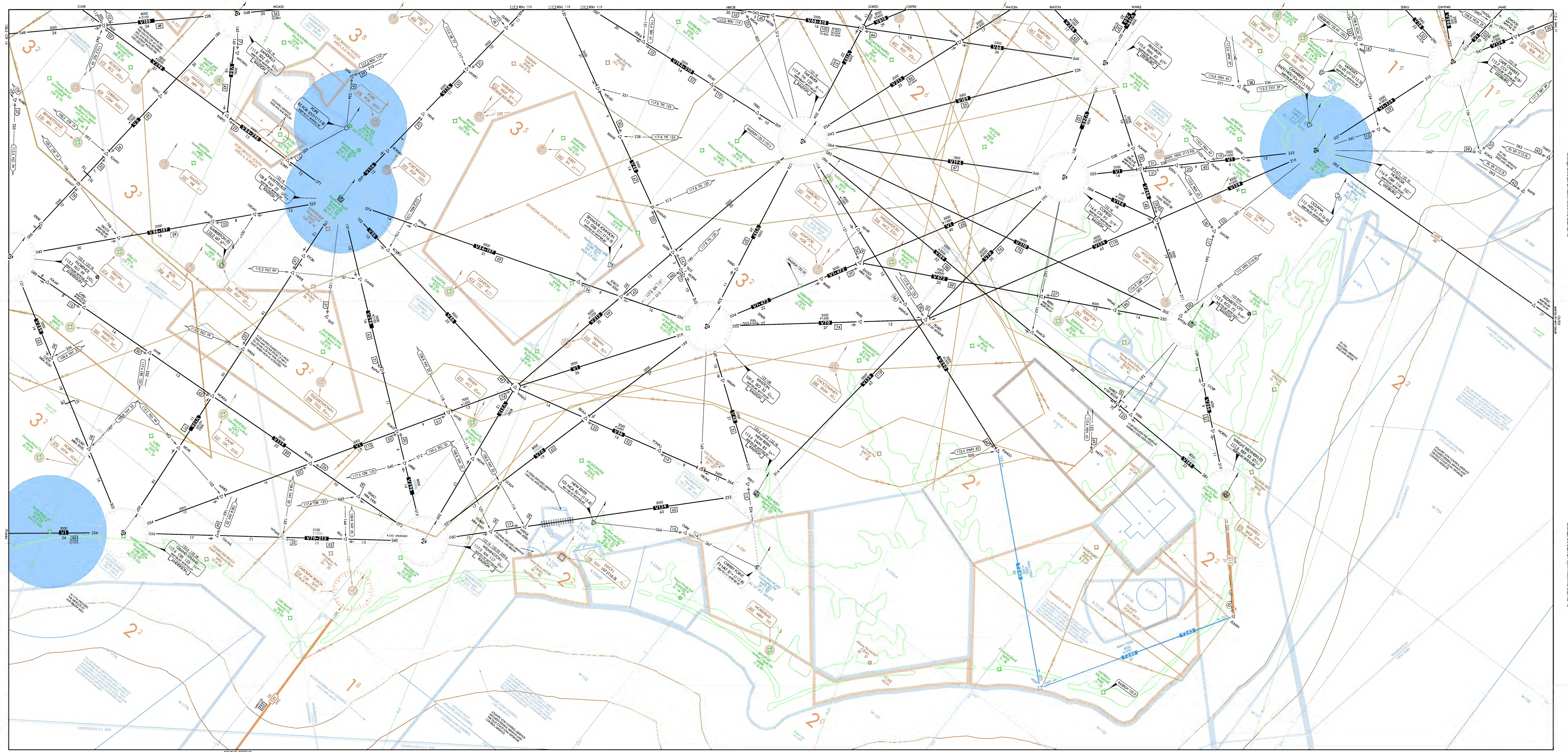
EFF DATE 10210

Overlaps Chart L-24 & L-25

Overlaps Chart L-24



Overlaps CANADA & NORTH ATLANTIC Chart LO-10

ARTCC three letter idents: Albuquerque ZAB, Atlanta ZTL, Boston ZBW, Chicago ZAU, Cleveland ZOB, Denver ZDV, Fort Worth ZFW, Houston ZHU, Indianapolis ZID, Jacksonville ZJX, Kansas City ZKC, Los Angeles ZLA, Memphis ZME, Miami ZMA, Minneapolis ZMP, New York ZNY, Oakland ZOA, Salt Lake City ZLC, Seattle ZSE, Washington ZDC

P - PROHIBITED, R - RESTRICTED, A - ALERT, W - WARNING AREAS
CANADA: CYA - ADVISORY, CYD - DANGER, CYR - RESTRICTED AREAS

All altitudes are MSL unless otherwise indicated
FL Flight Level
Time Hours shown are UTC unless otherwise indicated
Days Sunrise to Sunset except Canada where it means 1/2 hr before sunrise to 1/2 hr after sunset
Nights Sunset to Sunrise except Canada where it means 1/2 hr after sunset to 1/2 hr before sunrise
Cont Continuous. 24 hrs a day, 7 days a week
‡ During periods of Daylight Saving Time (DT) effective hours will be one hour earlier than shown.
NOTAM Use of this term in Restricted Areas indicates FAA And DoD NOTAM systems. Use of this term in all other Special Use areas indicates the DoD NOTAM system.

SPECIAL USE AIRSPACE

NUMBER	EFFECTIVE ALTITUDE	TIMES USED, UTC DAYS	HOURS	WEATHER	CONTROLLING AGENCY A/G CALL	PANEL
P-56	To 18000	Cont	Cont	VFR-IFR	NO A/G	I
P-73	To But Not Including 1500	Cont	Cont	VFR-IFR	NO A/G	I
R-4001A	Unlimited To 10000 Higher By NOTAM	Cont Cont By NOTAM	1200-0500Z‡ 0500-1200Z‡ By NOTAM	VFR-IFR	ZDC CNTR/FSS	J
R-4001B	To 10000 Higher By NOTAM	Intermittent By NOTAM	Intermittent By NOTAM	VFR-IFR	ZDC CNTR/FSS	I
R-4002	To 20000	Cont *1	Sunrise To 0500Z‡	VFR-IFR	ZDC CNTR/FSS	I
R-4005	To But Not Including FL 250	Cont *1	1200-0400Z‡	VFR-IFR	ZDC CNTR/FSS	I
R-4006	3500 To But Not Including FL 250	Cont *1	1200-0400Z‡	VFR-IFR	ZDC CNTR/FSS	I,J
R-4007	To But Not Including 5000	Cont *1	1200-0400Z‡	VFR-IFR	ZDC CNTR/FSS	I
R-5301	To 18000	Cont	Cont	VFR-IFR	ZDC CNTR/FSS	C
R-5302A	To 18000	By NOTAM	By NOTAM	VFR-IFR	ZDC CNTR/FSS	C
R-5302B	100 AGL To 14000	By NOTAM	By NOTAM	VFR-IFR	ZDC CNTR/FSS	C
R-5302B	100 AGL To 3000	By NOTAM	By NOTAM	VFR-IFR	ZDC CNTR/FSS	C
R-5303A	To But Not Including 7000	Mon-Fri *1	1100-2300Z‡	VFR-IFR	CHERRY PT MCAS APP CON	I
R-5303B	7000 To But Not Including 10000	By NOTAM	By NOTAM	VFR-IFR	CHERRY PT MCAS APP CON	B
R-5303C	10000 *2	By NOTAM	By NOTAM	VFR-IFR	ZDC CNTR/FSS	B
R-5304A	To But Not Including 7000	Mon-Fri *1	1100-2300Z‡	VFR-IFR	CHERRY PT MCAS APP CON	B
R-5304B	7000 To But Not Including 10000	By NOTAM	By NOTAM	VFR-IFR	CHERRY PT MCAS APP CON	B
R-5304C	10000 *2	By NOTAM	By NOTAM	VFR-IFR	ZDC CNTR/FSS	B
R-5306A	*2	Cont	Cont	VFR-IFR	CHERRY PT MCAS APP CON	C
R-5306C	1200 *2	Cont	Cont	VFR-IFR	CHERRY PT MCAS APP CON	B
R-5306D	*2	Cont	Cont	VFR-IFR	CHERRY PT MCAS APP CON	B
R-5306E	*2	Cont	Cont	VFR-IFR	CHERRY PT MCAS APP CON	B
R-5311A	To But Not Including 7000	Cont	Cont	VFR-IFR	ZDC CNTR/FSS	A,F
R-5311B	7000 To But Not Including 12000	Cont	Cont	VFR-IFR	ZDC CNTR/FSS	A,F
R-5311C	12000 To But Not Including FL 290	Cont	Cont	VFR-IFR	ZDC CNTR/FSS	A,F
R-5313A	To 18000	Mon-Fri *1	1300-0400Z‡	VFR-IFR	ZDC CNTR/FSS	C
R-5313B	100 AGL To 13000	By NOTAM	By NOTAM	VFR-IFR	ZDC CNTR/FSS	C
R-5313C	100 AGL To 13000	By NOTAM	By NOTAM	VFR-IFR	ZDC CNTR/FSS	C,D
R-5313D	500 AGL To 13000	By NOTAM	By NOTAM	VFR-IFR	ZDC CNTR/FSS	C
R-5314A,D	To FL 205	Mon-Fri *1 Sat-Sun *1	1100-0500Z‡ 1200-2300Z‡	VFR-IFR	ZDC CNTR/FSS	C
R-5314B	500 AGL To FL 205	Mon-Fri *1 Sat-Sun *1	1100-0500Z‡ 1200-2300Z‡	VFR-IFR	ZDC CNTR/FSS	C
R-5314C,F	200 AGL To 15000	Mon-Fri *1 Sat-Sun *1	1100-0500Z‡ 1200-2300Z‡	VFR-IFR	ZDC CNTR/FSS	C
R-5314E	500 AGL To FL 205	Mon-Fri *1 Sat-Sun *1	1100-0500Z‡ 1200-2300Z‡	VFR-IFR	ZDC CNTR/FSS	C,D
R-5314H	500 AGL To 10000	Mon-Fri *1 Sat-Sun *1	1100-0500Z‡ 1200-2300Z‡	VFR-IFR	ZDC CNTR/FSS	C
R-5314J	1000 AGL To 6000	Mon-Fri *1 Sat-Sun *1	1100-0500Z‡ 1200-2300Z‡	VFR-IFR	ZDC CNTR/FSS	C
R-6601	To 5000	Cont *1	1200-0400Z‡	VFR-IFR	FAA, POTOMAC TRACON	H,I
R-6602A	To But Not Including 4000	5/1-9/15 *1	Cont	VFR-IFR	ZDC CNTR/FSS	G,H
R-6602B	4000 To But Not Including 11000	By NOTAM	By NOTAM	VFR-IFR	ZDC CNTR/FSS	G,H
R-6602C	11000 To But Not Including 18000	By NOTAM	By NOTAM	VFR-IFR	ZDC CNTR/FSS	G,H
R-6604A,B	UNLTD	Cont	Cont	VFR-IFR	ZDC CNTR/FSS	I
R-6606	To 51000	Mon-Fri *1	1300-2200Z‡	VFR-IFR	ZDC CNTR/FSS	D
R-6608A-C	To 10000	Cont	1000-0500Z‡	VFR-IFR	FAA, POTOMAC TRACON	I
R-6609	To FL 200	Cont *1	1300-0400Z‡	VFR-IFR	ZDC CNTR/FSS	I
R-6611A	To 10000	Mon-Fri *1	1300-2200Z‡	VFR-IFR	ZDC CNTR/FSS	I
R-6612	To 7000	Mon-Fri *1	1300-2200Z‡	VFR-IFR	ZDC CNTR/FSS	I
R-6613A	To 12000	Mon-Fri *1	1300-2200Z‡	VFR-IFR	ZDC CNTR/FSS	I
A-530	*2	Cont	1200-0400Z‡	VFR	No A/G	B,C
A-531	200 AGL To 1500 AGL	Mon-Fri Sat-Sun	Intermittent 1100-0500Z‡ By NOTAM	VFR	No A/G	A,E,F
W-50A C	To FL 750	Intermittent	By NOTAM	VFR-IFR	ZDC CNTR/FSS	J
W-72A	UNLTD To But Not Including 2000 *3	Intermittent	By NOTAM	VFR-IFR	ZDC CNTR/FSS	J
W-72B	UNLTD	Intermittent	By NOTAM	VFR-IFR	ZDC CNTR/FSS	J
W-110	To FL 230	Intermittent	By NOTAM	VFR-IFR	FACSFAC VACAPES	J
W-122	UNLTD	Intermittent	By NOTAM	VFR-IFR	ZDC CNTR/FSS	B,C,D
W-177A	To FL 500	Cont	Sunrise To 0600Z‡	VFR-IFR	ZJX CNTR/FSS	B
W-177A	To FL 300	Cont	Sunrise To 0600Z‡	VFR-IFR	ZJX CNTR/FSS	B
W-386	UNLTD	Intermittent	By NOTAM	VFR-IFR	ZDC CNTR/FSS	D,J

MILITARY OPERATIONS AREAS

NUMBER	EFFECTIVE ALTITUDE	TIMES USED, UTC DAYS	HOURS	WEATHER	CONTROLLING AGENCY A/G CALL	PANEL
CORE	8000 *2	Mon-Fri *1	Intermittent 1200-0400Z‡	VFR-IFR	CHERRY PT MCAS APP CON	C
DEMO 1	500 To 5000	Intermittent	By NOTAM	VFR-IFR	FAA, POTOMAC TRACON	I
DEMO 2	10000 To 15000	Intermittent	By NOTAM	VFR-IFR	FAA, POTOMAC TRACON	I
DEMO 3	Above 5000 To 15000	Intermittent	By NOTAM	VFR-IFR	FAA, POTOMAC TRACON	I
FARMVILLE	300 AGL To 5000	Mon-Fri *1	1300-2200Z‡	VFR-IFR	ZDC CNTR/FSS	G,H
FORT BRAGG NORTH AREA A	500 AGL To 6000	Mon-Fri Sat-Sun	Intermittent 1200-0500Z‡ By NOTAM	VFR-IFR	FAYETTEVILLE ATCT TOWER	A,F
FORT BRAGG NORTH AREA B	4000 To 6000	Mon-Fri Sat-Sun	Intermittent 1200-0500Z‡ By NOTAM	VFR-IFR	FAYETTEVILLE ATCT TOWER	A,F
FORT BRAGG SOUTH AREA A	500 AGL To 6000	Mon-Fri Sat-Sun	Intermittent 1200-0500Z‡ By NOTAM	VFR-IFR	FAYETTEVILLE ATCT TOWER	A,F
FORT BRAGG SOUTH AREA B	1500 AGL To 6000	Mon-Fri Sat-Sun	Intermittent 1200-0500Z‡ By NOTAM	VFR-IFR	FAYETTEVILLE ATCT TOWER	A,F
GAMECOCK A	7000 *2	Intermittent Mon-Fri *1	1130-0330Z‡ By NOTAM	VFR-IFR	ZDC CNTR/FSS	A,E,F
GAMECOCK B	10000 *2	Intermittent *1	1300-0500Z‡	VFR-IFR	ZJX CNTR/FSS	E
GAMECOCK C	100 AGL To 10000	Intermittent *1	1300-0500Z‡	VFR-IFR	ZJX CNTR/FSS	E
GAMECOCK D	10000 *2	Intermittent *1	1300-0500Z‡	VFR-IFR	ZJX CNTR/FSS	E
GAMECOCK C	100 AGL To 6000	Intermittent *1	1300-0500Z‡	VFR-IFR	ZJX CNTR/FSS	E
HATTERAS F	3000 To 13000	Mon-Fri *1	1200-0400Z‡	VFR-IFR	ZDC CNTR/FSS	B
HILL	To 3000	Cont	Days	VFR-IFR	FAA, POTOMAC APP	H,I
PAMLICO A	8000 *2	Intermittent Mon-Fri *1	Sunrise-0400Z‡	VFR-IFR	ZDC CNTR/FSS	C,D
PAMLICO A	8000 *2	Intermittent Mon-Fri *1	1200-0300Z‡	VFR-IFR	ZDC CNTR/FSS	C,D
PHELPS A	6000 *2	Intermittent Mon-Fri Sat-Sun *1	1100-0500Z‡ 1200-2300Z‡	VFR-IFR	ZDC CNTR/FSS	C
PHELPS B	10000 *2	Intermittent Mon-Fri Sat-Sun *1	1100-0500Z‡ 1200-2300Z‡	VFR-IFR	ZDC CNTR/FSS	C
PHELPS B	18000 *2	Intermittent Mon-Fri Sat-Sun *1	1100-0500Z‡ 1200-2300Z‡	VFR-IFR	ZDC CNTR/FSS	C
PICKETT 1	500 AGL To 6000	Cont	Intermittent Days	VFR-IFR	ZDC CNTR/FSS	H
PICKETT 2	500 AGL To 10000	Cont	Intermittent Days	VFR-IFR	ZDC CNTR/FSS	C
PICKETT 3	4000 To 10000	Cont	Intermittent Days	VFR-IFR	ZDC CNTR/FSS	G,H
SEYMOUR JOHNSON ECHO	8000 *2	Mon-Fri *1	1100-0100Z‡	VFR-IFR	ZDC CNTR/FSS	B,F
STUMPY POINT	To But Not Including 7000	Intermittent Mon-Fri Mon-Fri *1	Sunrise-0400Z‡	VFR-IFR	ZDC CNTR/FSS	C,D

*1 Other Times By NOTAM
*2 To But Not Including FL 180
*3 See Face of Chart

AIRPORT LOCATIONS

NAME	ID	PANEL	NAME	ID	PANEL	NAME	ID	PANEL
Aberdeen Fld Pvt	31VA	D,H	Franklin Co	LHZ	B,G	Odell Williamson Muni	60J	A
Accomack Co	MFV	I	Franklin Muni-John	FKN	C,H	Orange Co	OMH	H
Airlie Pvt	2VA9	I	Freeway	W00	I	P K Arpk	5W4	A,F
Albert J Ellis	OAJ	B	Gastonia Muni	AKH	E	Pageland	PYG	E
Allen C Perkinson	BKT	H	Goldhill Pvt	NC25	E	Patuxent River NAS	NHK	I
Andrews AFB	ADW	I	Goldsboro-Wayne	GWW	B,F	Person Co	TDF	G
Anson Co	AFP	E	Grand Strand	CRE	A	Phillips AAF	APG	J
Asheboro Rgnl	HBI	F	Grays Creek	2GC	A,F	Piedmont Triad Intl	GSO	F
Atlantic Fld MCOLF	12NC	C	Halifax-Northampton	IXA	C,G	Pine Island Pvt	7NC2	D
Baltimore/Washington	BWI	I	Hampton Roads Exec	PVG	D,H	Pitt-Greenville	PGV	C
Bay Bridge	W29	I	Hanover Co Muni	OFP	H	Plymouth Muni	PMZ	C
Billy Mitchell	HSE	C	Harford Co	0W3	J	Pope AFB	POB	A,F
Bogue Fld MCALF	NJM	B	Harnett Rgnl Jetport	HRJ	B,F	Potomac Airfield	VKX	I
Brookneal/Campbell	0V4	G	Hartsville Rgnl	HVS	E	Powhatan Pvt	VA57	I
Brunswick Co	SUT	A	Harvey Point Defense	NC01	C	Propst Pvt	NC19	E
Burlington-Alamance	BUY	F	Hemingway-Stuckey	38J	E	Quantico MCAF	NYG	I
Cambridge-Dorchester	CGE	I	Henderson Fld	ACZ	B	Raleigh East Pvt	9NC0	B,F
Camp Davis MCOLF	14NC	B	Henderson-Oxford	HNZ	G	Raleigh-Durham Intl	RDU	F
Camp Peary Landing	W94	H	Horace Williams	IGX	F	Richmond Co	RCZ	A,E
Causey	2A5	F	Hummel Fld	W75	I	Richmond Intl	RIC	H
Charlotte/Douglas Intl	CLT	E	Hyde Co	7W6	C	Ridgely Arpk	RJD	J
Charlotte-Monroe Exec	EQY	E	Jaars-Townsend	N52	E	Rock Hill/York Co	UZA	E
Charlottesville	CHO	H	Johnston Co	JNX	B,F	Rocking A Farm Pvt	NC86	A,F
Chase City Muni	CXE	G	Josephs Pvt	DE49	I	Rockingham Co	SIF	F
Cheraw Muni/Lynch	CQW	A,E	Kinston Rgnl Jetport	ISO	B	Rocky Mount-Wilson	RWI	B,G
Cherry Point MCAS	NKT	B	Lake City Muni	51J	E	Ronald Reagan	DCA	I
Chesapeake Ranch	MD50	I	Lake Country Rgnl	W63	G	Rowan Co	RUQ	E
Chesapeake Rgnl	CPK	D	Lake Norman Arpk	14A	E	Salisbury-Ocean City	SBY	I
Chester Catawba Rgnl	DCM	E	Lancaster Co	LKR	E	Sampson Co	CTZ	B,F
Chesterfield Co	FCI	H	Langley AFB	LFI	D,H	Sanford-Lee Co Rgnl	TTA	F
Charman	D74	J	Laurinburg-Maxton	MEB	A,E	Seymour Johnson AFB	GSB	B,F
Clearview Arpk	2W2	J	Lawrenceville	LVL	G	Shannon	EZF	I
Coastal Carolina Rgnl	EWN	B	Lee	ANP	I	Siler City Muni	5W8	F
Coffman Fld Pvt	0VA5	H	Lee Co-Butters Fld	52J	E	Simmons AAF	FBG	A,F
College Park	CGS	I	Lee Creek Pvt	NC12	C	Smith Reynolds	INT	F
Columbus Co Muni	CPC	A	Louisa Co/Freeman	LKU	H	Southeast Greensboro	3A4	F
Concord Rgnl	JQF	E	Lumberton Muni	LBT	A,E	St Mary's Co Rgnl	2W6	I
Conway-Horry Co	HYW	A	Lunenburg Co	W31	G	Stafford Rgnl	RMN	I
Crewe Muni	W81	H	Lynchburg Rgnl	LYH	G	Stanly Co	VUJ	E
Crisfield Muni	W41	I	Mackall AAF	HFF	A,F	Suffolk Exec	SFQ	D,H
Culpeper Rgnl	CJR	I	Manassas Rgnl/Harry	HEF	I	Sussex Co	GED	J
Currituck Co Rgnl	ONX	D	Marion Co	MAO	A,E	Tangier Island	TGI	I
Curtis L Brown Jr Fld	EYF	A,F	Marlboro Co Jetport	BBP	A,E	Tappahannock-Essex	XSA	I
Dahlgren Naval	NDY	I	Martin Co	MCZ	C	Tarboro-Edgecombe	ETC	C,G
Danville Rgnl	DAN	G	Martin State	MTN	J	The Duchy Pvt	5NC5	F
Dare Co Rgnl	MQI	D	Maryland	2W5	I	Tipton	FME	I
Darlington Co Jetport	UDG	E	Meadow Brook Fld	N63	F	Tri Co	ASJ	C,G
Davidson Co	EXX	F	Mecklenburg-Brunswick	AVC	G	Triple W	5W5	B,F
Davison AAF	DAA	I	Michael J Smith Fld	MRH	B	Twin City	5J9	A
Dillon Co	DLC	A,E	Middle Peninsula Rgnl	FYJ	H	Twin Lakes	8A7	F
Dinwiddie Co	PTB	H	Montgomery Co	43A	F	Wakefield Muni	AKQ	H
Dogwood Arpk Pvt	VA42	I	Montgomery Co Arpk	GAI	I	Wallops Flight Facility	WAL	I
Duplin Co	DPL	B	Moore Co	SOP	A,F	Warren Fld	OCW	C
Easton/Newnam Fld	ESN	I	Mount Olive Muni	W40	B,F	Warrenton-Fauquier	W66	I
Elizabeth City CG Air	ECG	D	Myrtle Beach Intl	MYR	A	Washington Dulles Intl	IAD	I
Emporia-Greensville	EMV	G	New Kent Co	W96	H	Washington Exec	W32	I
Falwell	W24	G	New River MCAS	NCA	B	Webster NOLF	NUI	I
Farmville Rgnl	FVX	H	Newport News	PHF	D,H	Weide AHP	EDG	J
Fayetteville Rgnl	FAY	A,F	Norfolk Intl	ORF	D,H	Western Sussex/Booth	N06	J
Felker AAF	FAF	D,H	Norfolk NS	NGU	D,H	William M Tuck	W78	G
Fentress NALF	NFE	D	Northeastern Rgnl	EDE	C	Williamsburg	JGG	H
First Flight	FFA	D	Oak Grove MCOLF	13NC	B	Wilmington Intl	ILM	B
Florence Rgnl	FLO	E	Ocean City Muni	OXB	J	Wilson Industrial Air	W03	B,G
Forest Hill Pvt	MD31	J	Oceana NAS/Apollo	NTU	D	Winnabow Pvt	77NC	A
Fort Lee AHP 3	VA39	H	Ocracoke Island	W95	C			

L-35

PANELS ABCD 1"=7 NM

L-36 PANELS EFGHIJ 1"=7 NM

UNITED STATES GOVERNMENT
FLIGHT INFORMATION PUBLICATION

IFR ENROUTE LOW ALTITUDE - U.S.

For use up to but not including 18,000' MSL
HORIZONTAL DATUM: NORTH AMERICAN DATUM OF 1983

L E G E N D

AIRPORTS

Facilities in BLUE or GREEN have an approved Instrument Approach Procedure and/or RADAR MINIMA published in either the FAA Terminal Procedures Publications or the DoD FLIPs. Those in BLUE have an Instrument Approach Procedure and/or RADAR MINIMA published in at least in the High Altitude DoD FLIPs. Facilities in BROWN do not have a published Instrument Approach Procedure or RADAR MINIMA.

LAND: Civil; Civil - Military; Military; Heliport
SEA: Civil

1. A solid line box enclosing the airport name indicates FAR 93 Special Requirements-see Directory/Supplement.
2. "NO SVFR" above the airport name indicates FAR 91 fixed wing special VFR flight is prohibited.
3. [C] or [D] following the airport name indicates Class C or Class D Airspace.
4. Pvt - Private use
5. Associated city names for public airports are shown above or preceding the airport name. If airport name and city name are the same, only the airport name is shown. City names for military and private airports are not shown. The airport identifier in parentheses follows the airport name.

Airport Ident; ICAO Location Indicator shown outside contiguous U.S.; CITY Airport Name (APT) (ICAO) [D]*; 280 ◎ 43s; (A) *109.8; Part-time or established by NOTAM. See Airport/Facility Directory for times of operation. In Alaska see Supplement Alaska; Airport Elevation; Longest runway length to nearest 100 feet with 70 feet as the dividing point (add 00); s indicates soft surface; Automatic Terminal Information Service; Part-time; Frequency

Lighting Capability:
L Lighting available
◎ Pilot Controlled Lighting
★ Part time or on request
- No lighting available
At private facilities · indicates no lighting information is available

NAVAIDS AND COMMUNICATION BOXES

NAVAIDS

VHF/UHF Data is depicted in BLACK
LF/MF Data is depicted in BROWN

COMPASS ROSES Oriented to Magnetic North of NAVAID which may not be adjusted to the charted isogonic values. Smaller sizes are used in congested areas.

VOR; VOR/DME; TACAN; VORTAC

LF/MF Non-directional Radiobeacon or Marine Radiobeacon with magnetic north indicator

UHF Non-directional Radiobeacon

LF/MF Non-directional Radiobeacon/DME

Compass Locator Beacon

Flight Service Station (FSS), Remote Communications Outlet (RCO) or Automated Weather Observing Station (ASOS/AWOS) not associated with a charted NAVAID or airport

ILS Localizer Course with additional navigation function

COMMUNICATION BOXES

NAME (T) 000.0 IDT 000(Y)

VOR with TACAN compatible DME

Underline indicates No Voice transmitted on this frequency. TACAN Channels are without voice but not underlined.

Crosshatch indicates Shutdown status

(T) Frequency protection usable range at 12,000' AGL - 25NM

(Y) TACAN must be placed in "Y" mode to receive distance information

NAME 000 IDT (000.0) N00°00.00' W000°00.00'

TACAN Channel paired with VHF Frequency in parenthesis.

Automated Weather Broadcast Systems: ASOS/AWOS, HIWAS, TWEB

Automated weather, when available, is broadcast on the associated NAVAID frequency

NAME ASOS 000.0 Stand Alone ASOS/AWOS

Part Time or On-Request

LF/MF Non-directional Radiobeacon/DME VHF Freq paired with TACAN Channel

TACAN FIX DATA: Ident; Chan; Bearing from TACAN; Distance from TACAN

000.0 NAME 000.0 IDT 000 N00°00.00' W000°00.00' [NAME] FSS name

Freq(s) positioned above thin line NAVAID box is remoted to the NAVAID site. Other freq(s) at the named FSS radio are available, however, altitude and terrain may determine their reception.

Thin line NAVAID boxes without freq(s) and FSS radio name indicates no freq(s) available.

Shadow NAVAID box indicates NAVAID and Flight Service Station (FSS) have same name

FSS name and identifier not associated with NAVAID

Remote Communications Outlet (RCO). FSS radio name and remoted freq(s) are shown.

SHADOW BOXES indicate Flight Service Stations (FSS). Frequencies 122.2, 255.4 and emergency 121.5 and 243.0 (Canada-121.5, 126.7 and 243.0) are available at many FSSs and are not shown. All other frequencies are shown. Certain FSSs provide Airport Advisory Service, see A/FD. Frequencies transmit and receive except those followed by R or T: R - Receive only; T - Transmit only

AIR TRAFFIC SERVICES AND AIRSPACE INFORMATION

ROUTE DATA

VHF/UHF Data is depicted in BLACK
LF/MF Data is depicted in BROWN
RNAV Data is depicted in BLUE

VOR Airway; LF/MF Airway; Uncontrolled LF/MF Airway; Oceanic Route; ATS Route; Low Altitude RNAV Route GNSS required; Substitute Route; Unusable Route Segment; Preferred Single Direction Route; Direction of Flight Indicator (Canada only)

Via/bypassing temporarily shutdown NAVAIDS. See NOTAMs or appropriate publications for specific information

Facility Locators used in formation of Reporting Points

Radial outbound from a VHF/UHF NAVAID; Bearing inbound to an LF/MF NAVAID; Magnetic Reference Bearing, outbound from a NAVAID or Fix

Total Mileage between Compulsory Fixes and/or NAVAIDS

Mileage between other Fixes, NAVAIDS and/or Mileage Breakdown

Changeover Point giving mileage to NAVAIDs (Not shown at midpoint locations)

*0000 *0000 Minimum Obstruction Clearance Altitude (MOCA)

0000 0000 Minimum Enroute Altitude (MEA); 0000G GNSS RNAV MEA

MAA-00000 Maximum Authorized Altitude (MAA)

MEA, MOCA and/or MAA Change at other than NAVAIDs

Minimum Reception Altitude (MRA)

Minimum Crossing Altitude (MCA)

Holding Pattern with max restricted airspeed: 210K applies to altitudes above 6000' to and including 14000'; 175K applies to all altitudes

FIXES/ATC REPORTING REQUIREMENTS

Fix Compulsory and Non Compulsory Position Report

RNAV Waypoint Compulsory and Non Compulsory Position Report

Denotes DME Fix (Distance same as route mileage)

Denotes DME Fix and Mileage

Offset arrows indicate facility forming a fix (away from VHF/UHF, toward LF/MF NAVAID)

Mileage Breakdown or Computer Navigational Fix (CNF)

BOUNDARIES

Air Route Traffic Control Center (ARTCC)

ARTCC Remoted Sites with discrete VHF and UHF frequencies

Flight Information Region (FIR)

Type of Area; Traffic Service; Ceiling; Floor

Air Defense Identification Zone (ADIZ)

12⁵ Off Route Obstruction Clearance Altitudes (OROCA). Example: 12,500 feet

International Boundary (Not shown when coincident with ARTCC or FIR)

US/Russia Maritime Boundary

Area of Enlargement (contains only data for through flights). See Area Charts for complete data

Official Time Zone

International Date Line

AIRSPACE INFORMATION

Open area (white) indicates controlled airspace (Class E) unless otherwise indicated

All airspace 14,500' and above is controlled (Class E)

Shaded area (brown) indicates uncontrolled airspace below 14,500' (Class G)

In Canada - Indicates Class B Airspace above 12,500'

Oceanic Control Area (CTA)

Additional Control Area limit

Class B Airspace; Class C Airspace; Mode C Area See FAR 91.215

SPECIAL USE AIRSPACE

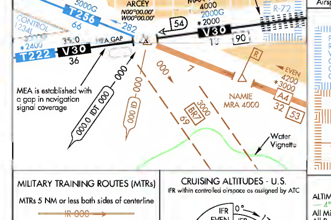
P - Prohibited Area
R - Restricted Area
W - Warning Area
A - Alert Area
MOA - Military Operations Area

In Canada:
CYA Advisory Area
CYD Danger Area
CYR Restricted Area

Line delimits internal separation of same Special Use Area

See Airspace Tabulation for complete information

EXAMPLE OF GROUPING



MILITARY TRAINING ROUTES (MTRs)

MTRs 5 NM or less both sides of centerline

MTRs greater than 5 NM either or both sides of centerline

Arrow indicates direction of route

See MTR tabs for altitude range information. All IR and VR MTRs are shown except those VRs at or below 1500' AGL. CAUTION: Inset charts do not depict MTRs.

CRUISING ALTITUDES - U.S.
IFR within controlled airspace as assigned by ATC

0° - 179° M: IFR ODD Thousands; VFR or ON TOP ODD Thousands Plus 500'
180° - 359° M: IFR EVEN Thousands; VFR or ON TOP EVEN Thousands Plus 500'

VFR above 3000' AGL unless otherwise authorized by ATC. IFR outside controlled airspace. All courses are magnetic

MISCELLANEOUS

ALTIMETER Altimeter setting change
2005 Isogonic Line and Value
All Mileages are Nautical except as noted.
All Radials and Bearings are magnetic except as noted.
All Altitudes are MSL except as noted.
All Time is Coordinated Universal Time (UTC), Days are local
‡ During periods of Daylight Saving Time (DT), effective hours will be one hour earlier than shown. All states observe DT except Arizona and Hawaii.
North American Datum of 1983 (NAD 83), for charting purposes is considered equivalent to World Geodetic System 1984 (WGS 84).

FOR ADDITIONAL SYMBOL INFORMATION REFER TO THE CHART USER'S GUIDE

US L-35 (BLACK PLATE) US L-35 (BROWN PLATE) US L-35 (BLUE PLATE) US L-35 (GREEN PLATE)